JAGUAR CLUBS OF NORTH AMERICA, INC.

JAGUAR JOURNAL™

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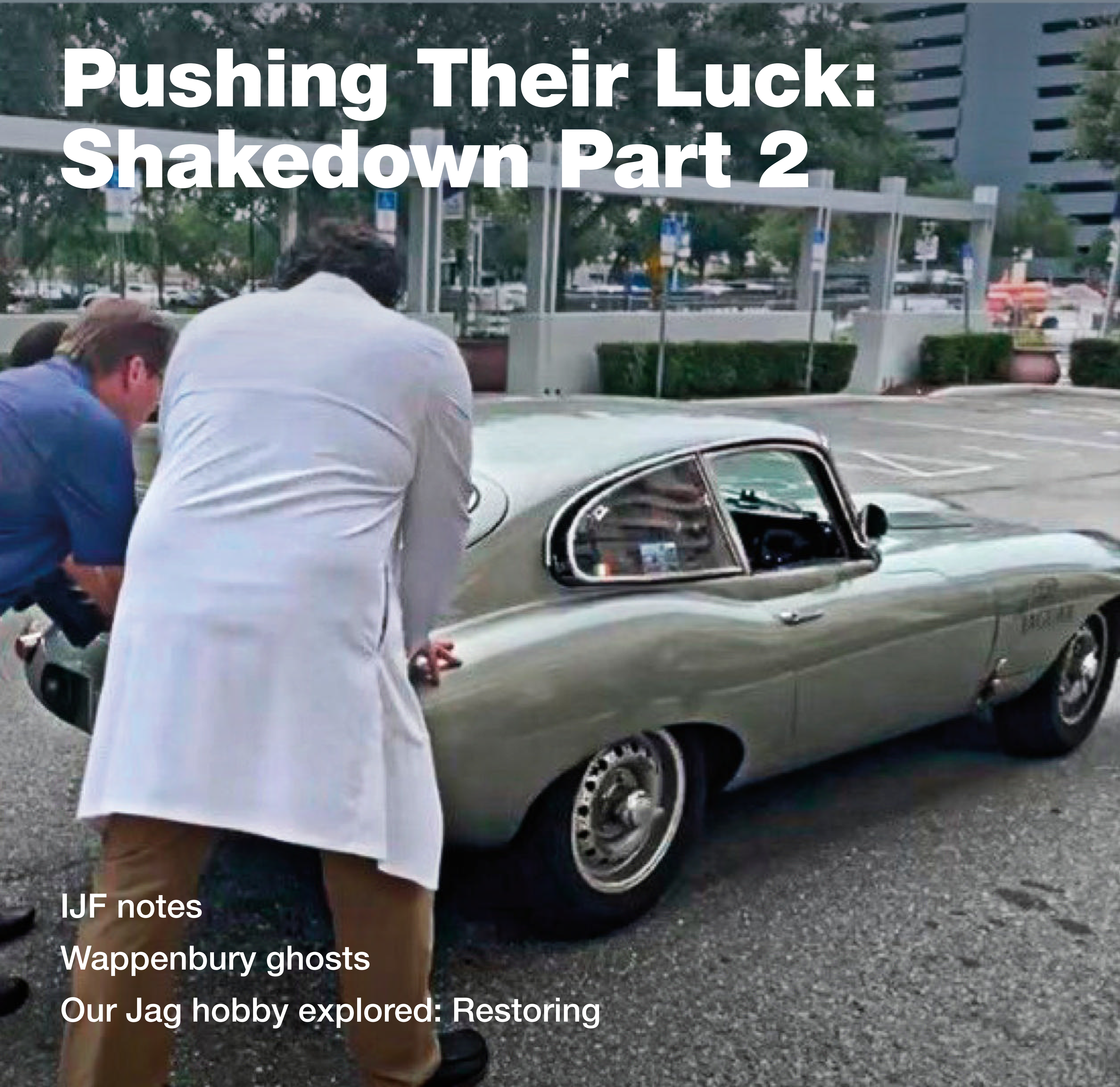

Pushing Their Luck: Shakedown Part 2

IJF notes

Wappenbury ghosts

Our Jag hobby explored: Restoring

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WORLD'S OLDEST JAGUAR MAGAZINE
VOLUME 69 NUMBER 1

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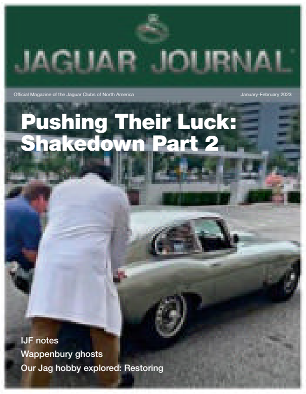
COVER PHOTO

Cover Photo: So far and yet so near! The starter failed after >3,500 miles, but only one push was needed before reaching home to end John and Sam Monson's epic charity drive. Taken from an iPhone video, the image is slightly blurred.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Blowin' Smoke

Momentous times

Peter Crespin

Okay, full disclosure: occasionally I struggle slightly to find interesting and newsworthy material to put under the 'News & Views,' especially since Mahwah and even Coventry are not exactly brimming with new models or PR events these days. Thierry Bolloré took over as CEO over two years ago and one assumes he's a good poker player, because he has certainly kept his cards close to his chest since then and will be gone by the time you read this.

This issue's struggle is quite the opposite – how to fit all the news into one magazine? Whilst it could be predicted that any club for Jaguar enthusiasts would probably include a greater than average percentage of Anglophiles, the outpouring of commiseration and fellow-feeling following the death of Queen Elizabeth II was truly humbling and impressive to behold. It's a cliché to state that everyone supposedly recalls where they were when they heard about President Kennedy's assassination. It is more true when applied to the shocking events of 9/11. But now, after more than two decades of social media development worming its way into the fabric of societies everywhere, HM The Queen's passing sets an even higher bar for what was, and remains, a truly global event.

Personally, the news reached me literally as I was writing this column for the November-December issue, and there was only time to create a more somber cover tint as a token gesture of mourning. This time, however, there were lots of excellent royal family/Jaguar articles from JCNA clubs hither and yon, for which I thank you. The trouble is, there was already a backlog of held-over stories that I didn't want to leave hanging in mid-air, so to speak – although in the case of the year-old D-Type story and the rally chairman's story, that's exactly what I've had to do. Next issue will have some great material, I promise. Thanks to all who sent stories.

Not quite on the same scale (unless you count decibels), we say goodbye to another Jaguar fan at the very top of his game – our auction insider, Ramsey Potts. His column came about after a chance meeting at the Georgia IJF at Lake Lanier in 2016. Even now, six years later, Ramsey would love to continue, but there are rules of conduct that constrain senior managers of public companies (which Broad Arrow/Hagerty now are). The spirit is willing but the corporate nerve is understandably, well, nervous. Thanks, Ramsey, for an entertaining and informative series, and if there's anyone in JCNA-land who fancies trying their hand at auction reportage or collector car market analysis, please get in touch.

However, as one door closes, another one opens, so please join me in welcoming Tony Merrygold, whom some of you may have met in Dallas at the IJF. Tony is the Vehicle Collection Manager at the Jaguar Daimler Heritage Trust (JDHT) in Gaydon. I'm open to title suggestions for his new regular column on 'Heritage Highlights,' but meanwhile you can read his Swallow centenary story that was affected by the Queen's sad passing.

The Dallas iteration of the JCNA International Jaguar Festival was a great success, and a tribute to the industry and organizational skills of the J.J. Keig and his team from the North Texas club (JOANT). The Embassy Suites atrium was decorated with Jaguar-related banners and flags of every description, which really told the world Jaguar fans were there in numbers. Les Hamilton and his team have booked an Embassy Suites venue for the AGM, which will surely suit the springtime in California vibe. Being slightly shorter and less complex than an IJF, the AGM is a great entry-level event for clubs to take on, and time is getting tight for 2024 event planning. Please contact your regional director or John Boswell if you can help. There's financial and organizational support available, of course, so your club should be able to turn a profit from volunteering.

Peter

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The Distaff Ride

The first of the first

[Editor note; First of all, an apology. This is the opposite of a news story. It is actually one of the oldest events in the history of the automobile. It was the occasion that brought the petrol-engined car from the Daimler and Benz drawing boards and machine shops literally out onto the open road for the first time. Ever.

I came across it when researching the Instone item last issue. I'd read parts of the story at some point, and I even worked in the region for a few years, but had never realized what a large and varied role the central character had played. So although it's an old story and connects only indirectly with our favorite car marque, I include it here in case it may indeed be news to you.]

Be honest – what is the stereotype of a woman driver compared to a man? More cautious when driving? Nervous of reliability problems and becoming stranded at the side of the road with little or no mechanical intuition? Wary of driving long distances in a home-built untried car, especially with two children aboard? Never mind that these are in many respects sensible and admirable traits that tend to result in less-risky driving habits. If you found yourself agreeing with these descriptors, be prepared to have that stereotype blown away in the next few paragraphs. The world's first long distance car journey was in fact planned and accomplished by a woman whose husband – the man who had built the car – was too timid to try beyond the local lanes!

The woman was Bertha Benz, wife of Karl Benz, who patented the first self-propelled internal combustion car in early 1886. By 1888, Benz was on his third car and Bertha (*without telling Karl!*) took their sons Richard (14) and Eugen (15) in Benz's newly-built third car from their home in Mannheim to visit her mother in Pforzheim, about 65 miles away. She left at dawn and arrived around dusk, sending a telegram to Karl to let him know where they were. The return trip a few days later simply confirmed her historic place as the first person to drive an automobile powered with an internal combustion engine over anything more than very brief test runs (normally requiring a ride-along mechanic for repairs).

Bertha wasn't merely courageous and tech savvy, she had a good business head and knew that such a trip would raise interest in the automobile as a serious transport option and help to create a market and generate business. Not only that, but she kept detailed notes to help rectify any weaknesses. Norman Dewis, eat your heart out! Not having designed the car for long distances, the fuel tank was modest in size and one of the key issues, then as now, was 'range anxiety.' There were no gas stations of course, and the spirit burned in the single cylinder engine was called 'Ligroin'– a solvent available only at dispensing chemist shops.

The pharmacies were not slow to spot a business opportunity themselves and chemists began to stock up to cater for the new market. The one Bertha used first en route was the city pharmacy in a town called Wiesloch, south of Heidelberg, which proudly boasted itself as the world's first filling station. It still exists today and features a monument highlighting that incredible first trip by Bertha and her boys.

Inevitably, as the car was covering a distance far greater than anticipated, parts broke or wore out but Bertha organized a fix for every glitch – no sitting back and calling AAA for this lady! At one point a fuel pipe blockage was cleared by using her long hat pit and brake friction material was replaced when it wore out. Bertha organized a blacksmith to repair the chain, and apparently an elastic garter was used to insulate a wire. The drive was very helpful for Karl Benz, as he was able to introduce several improvements, including the introduction of an additional gear for climbing hills.

Documentaries and a terrific video recreation of Bertha Benz's epic trip are available on the internet and on the BBC iPlayer.

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William Heynes Blue Plaque Unveiling

'Bill' Heynes recognized at last

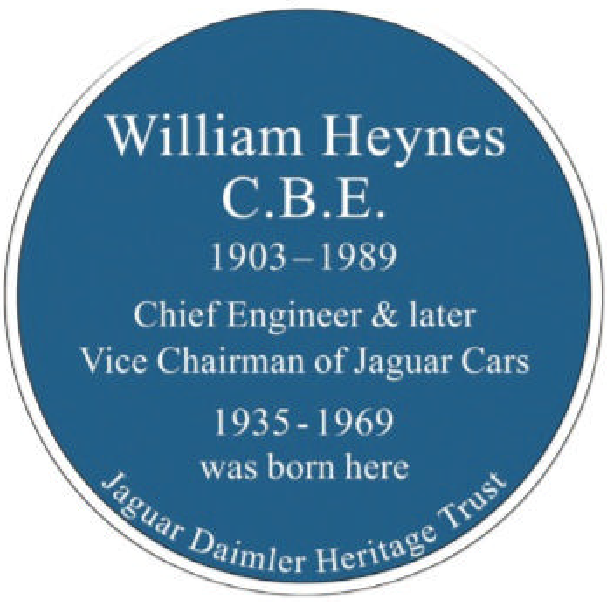
Mayor Nick Wilkins with Jonathan Heynes at the unveiling.

In February of this year the Jaguar Daimler Heritage Trust (JDHT) were approached by the Leamington History Group, who asked if they would support having a 'Blue Plaque' fixed to the birthplace in Leamington Spa of Jaguar's Chief Engineer, William Munger Heynes.

Having already agreed to fund and help with the text for a blue plaque for Ernest Instone from the early years of the Daimler Company, they were only too pleased to offer help and support to honor Jaguar's engineering supremo. Over the succeeding months there were some fairly lengthy exchanges with both the history group and Leamington council, confirming that Heynes was indeed a worthy candidate, briefing them on his background and agreeing to fund the plaque.

Plaque layout and wording had to be sorted, with Leamington believing 'less is more,' and a proof was finally agreed with the company that produces the plaques. All this took several months, which worked in JDHT's favor, as the planned date ended up being late September, after their big Swallow Centenary celebrations in Gaydon and Blackpool (at which two more plaque unveilings were planned). As with the others, JDHT ordered a pair of plaques–one to go on the wall and one to go into the archives.

On the sunny afternoon of Wednesday, 28 September, 2022, the mayor of Leamington, Nick Wilkins, together with William's son Jonathan Heynes, unveiled the blue plaque on 11 Percy Terrace, Leamington Spa. In attendance were the current owners of number 11 – Mark Roberts and Trish Lund, Jonathan Heynes and other members of the extended Heynes family, the mayor and Katherine Geddes from Leamington council, a number of ex-Jaguar apprentices, Matthew Davis, Maggy Haynes and Tony Merrygold from the JDHT, and members of the Leamington History Group.



Following the unveiling, both the mayor and Jonathan Heynes gave short speeches covering the importance of blue plaques in Leamington and the life and work of William Heynes. The attendees were then invited to join the mayor for refreshments in the council chamber at Leamington Town Hall. After tea, coffee and an excellent selection of cakes, Tony Merrygold delivered a brief appreciation of William Heynes, summarising his career, his rise from apprentice at Humber Cars to Chief Engineer at Jaguar, through to him being awarded a CBE and his retirement in 1969 as Vice Chairman of the company. The plaque is a worthy commemoration of William Heynes' life and work, and marks a second Jaguar blue plaque for the town – Malcolm Sayer already being commemorated on his house in Portland Place. Either or both are well worth a photo-op if you're ever in the area.

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President's Perspective

Fun at the Festival

John Boswell

I hope that you are all ready for a great start to 2023. The highlight of 2022 for many of us was attending the International Jaguar Festival (IJF) sponsored by the Jaguar Owners Association of North Texas (JOANT) last October.

I showed my 1938 SS DHC in Driven class at the concours, and ran it for a few laps during the slalom. I also had the pleasure of competing in the rally as navigator to Bob Matejek in his Corvette. Yes, non-Jaguar cars can and do participate in JCNA driving events. Both slaloms and rallies have classes for such entrants, which can help make the event viable. The host club held a well-supported silent auction in aid of the American Red Cross work for Florida hurricane Ian victims. Every evening there was an activity along with dinner and plenty of southern hospitality for all.

WHERE NEXT?

After completing four days of fun Jaguar activities, I heartily recommend that everyone attend as many IJF events as they can. To help make this possible, we do our very best to schedule this premier event in different regions. In 2021 we were in Florida, 2022 found us in Texas, and 2023 the IJF will be in Southern California. The event is looking for a home in 2024 and beyond. If your club would like to host the IJF, contact your RD or send a request to a board member. You can also submit your club's proposal on the JCNA website for the board to review at one of their quarterly meetings. Who will be the next to step up?

Last June, my wife and I attended the 'Experiencing American Luxury' weekend event at the Gilmore Museum in Hickory Corners, Michigan. We attended with our 1929 Packard 640 rumble seat coupe. The weekend event included a driving tour, on-site activities and a display of attending classics in the Classic Car Club building courtyard. This museum is a very special place with acres of buildings dedicated to makes of cars that range from the Model A Ford to Lincoln and everything in between. It was at this event that I was asked to inform the Jaguar clubs that the weekend event will be reprised in 2023 to celebrate European luxury. The show will be open to all classic Jaguars, including E-Types. I hope to see many of you there, because as *we* all know, Jaguar is the premiere marque of European luxury. Check the Gilmore Museum website for dates and mark your calendar!

I know that we are all experiencing the crunch of high gas prices and other effects of inflation. Keeping our commitments to attend club events is hitting everyone where it hurts. If you have an idea for minimizing these effects, please pass it along to your club membership chairman. Mark Mayuga and Nedra Rummell have virtual meetings with the membership group where they discuss and exchange information as to what is working best throughout North America. This group was formed to help support our clubs.

See you on the road!

John

Another fine drophead at the show, but how about trying it in a gentle slalom?

North Central Region Report

On the up

By Mike Meyer

By the time you read this report, most North Central region members will probably have their Jaguars in storage for the winter. My F-Pace S usually goes into hibernation around early November.

Overall membership in the North Central region (NC) clubs increased in 2022 compared with 2021, this despite the loss of one club. The majority of the ten NC clubs hosted a JCNA-sanctioned concours in 2022. I was fortunate to be able to participate in four of the eight concours held in my region. Typically, my home club, the Jaguar Club of Ohio, holds a slalom or two, but the site we had been using was not available last year. No rallies were held in the NC region in 2022.

The number of concours entrants/attendees in the NC region was lower this year compared with 2021. Some of the members I spoke with suggested the increased cost of fuel and lodging, as well as the lingering effects of the covid pandemic, were factors in the decline. Nevertheless, it is a credit to the clubs that they continued to put in the time and effort required to host concours in spite of all the headwinds in 2022. This would not be possible without the club members who volunteer to ensure their event runs smoothly and in accordance with JCNA rules. I entered a total of seven JCNA concours (three outside the NC region) in 2022 and can say they were all very well organized.

A varied line-up at the 2022 Pittsburgh Jaguar Club concours.

All the chief judges I met told me one of their biggest chores is setting up judging teams to best utilize the available talent. Since many judges are also entrants, determining the team members can be challenging. If you are a JCNA-certified judge, please offer your services to the chief judge in any way you can, and please be flexible.

The scorers deserve recognition as well. They work tirelessly behind the scenes and are hardly noticed unless there is a rare tabulation error. Based on the handwriting of some score sheets I have seen over the years, I am convinced they could decipher hieroglyphics. Please be sure to say "thank you" when you see one of them.

As a Regional Director, I am often asked about the delay between the show ending and the posting of results on the JCNA website, plus the time it takes to update scores from provisional to official. Entrants competing for a JCNA North American award tell me the wait means not always knowing where they stand on the leaderboard. During these discussions I find that many entrants are not aware that all provisional scores and judging information are reviewed by JCNA prior to being made official. JCNA Concours Committee chairman Jim Sambold has the unenviable task of handling this process. Unfortunately, he frequently finds errors which have to be corrected by the club. Sometimes this process can take several attempts, causing further delays. I know the JCNA president has covered these topics before so I will not belabor the point. However, it is a continuing source of frustration to all of us.

My term as a NC region director will end at the 2023 AGM. After serving for more years than I can remember, I have decided not to seek another term. I want to thank everyone in the NC region and JCNA for their support and encouragement over the years. I plan to continue my involvement with JCNA so hope to see many of you again this year.

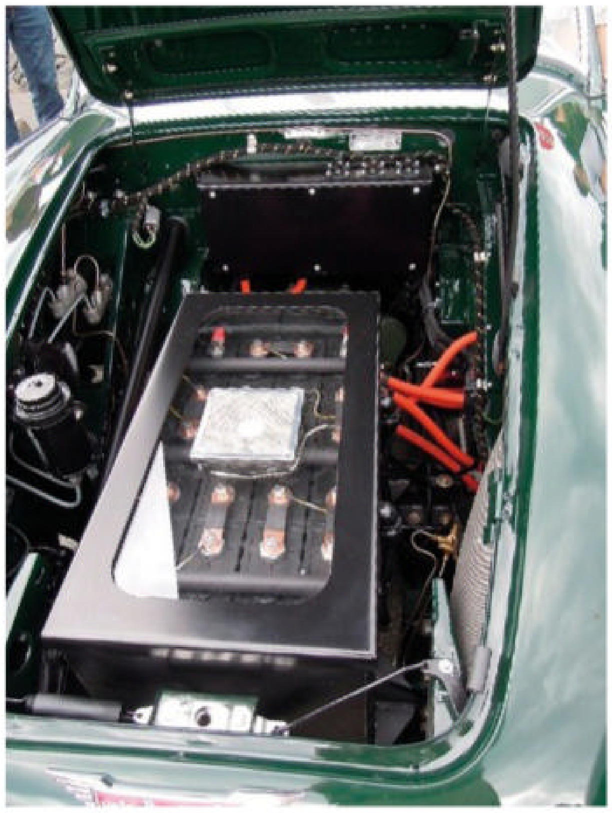
Canada Calling 2.0

If you think JCNA judging is tough, try the OJOA rules!

By Doug Uffen, Contributors: Jennifer Orum, Allan Lingelbach, Malcolm Baster

The 54th running of the Ontario Jaguar Owners Association (OJOA) Concours d'Elegance in August mirrored the success of the prior 2021 extravaganza. The 41 judged Jaguar entries were one shy of last year's high but the show attracted a larger overall entry. Further relaxation of the border restrictions permitted a welcome return of American participants, with well over 100 people registered for the noon lunch, which is a highlight of the event.

Three of the judged Jaguars were scrutinized using the club's own OJOA rules. A 1963 E-Type, 1961 Mark 2 and 1956 XK140MC were judged to requirements set beyond JCNA standards. Participants in this Senior Classic Division had to demonstrate engine, instrument, and wiper operation, as well as be prepared for chassis judging, over and above the usual JCNA-style authenticity, condition and cleanliness requirements. The team of 20 judges were certainly up to the task, thanks to the lighting from the Canadian Warplane Heritage Museum and the beautiful sunny daylight streaming through the hangar doors. There were only two Driven category entries and one Championship entry (which actually received a perfect score). Planning is underway for show number 55 next summer.



A 1962 electrified Austin Healey.

The Canadian Prairies Jaguar Club (CPJC) and Jaguar Land Rover Royal Oak hosted a 'Show & Shine' event at the dealership in August. Thirty-eight Jaguars attended the event, nine of which were E-Types. A photography session in the dealership showroom was organized for members in advance of the show. Fifteen Jaguars attended the show and shine at Jaguar Land Rover Saskatoon in July, four of which made the trek from Calgary. Over the summer season, club members also attended all-British field meets in the provinces of Saskatchewan, Alberta and British Columbia, along with other major car shows in Radium, Canmore, Calgary, High River, Kaslo and Nelson. Half the fun of these shows for CPJC members is driving their car to the show, with some members logging thousands of kilometers in a season.

In August and September, at two separate club membership events, the CPJC and the Jaguar Car Club of Victoria (JCCV) learned about the electrification of a 1962 Austin Healey that was destined to be a parts car. Both the owner and a company representative who performed the work presented a most intriguing talk to club members.

The Old English Car Club, with cooperation from the JCCV and the Victoria MG Club, organized the English Car Affair at the Enrico Winery. Afterwards, everyone headed off to Geoff and Donna Moyse's nearby acreage, where they had held their Jaguar club BBQ earlier in the year.

The last club drive of the year for the Canadian XK Jaguar Register (CXKJR) was held on October 22, starting at their monthly meeting location, the Burnaby Lake Clubhouse. The fall drive toured the scenic lower Fraser Valley before ending at the Canadian Museum of Flight, an aviation museum at the Langley Regional Airport. The museum has over 25 civilian and military jets, piston-engine aircraft, gliders and helicopters on display, six of which have been restored to flying condition. Lunch was at Adrian's at the Airport restaurant.

At its October membership meeting, CXKJR celebrated its varied and successful program of fourteen events during 2022, among them its 51st Annual Heritage Classic Weekend, the second Annual Classic Revival, the Presidents Run, five monthly drives, a fun rally, two parties and a collectibles night. The members also had a planning session, coming up with many ideas for events and activities in 2023.

Continental Drift

News from the UK and Europe

By Tim Crespin

Teaching old ~~dogs~~ cats new tricks.

THE PROBLEM

I have often wondered how the life of mechanics may change in future, as the transition from internal combustion engines to electric vehicles gathers pace. Although systems like brakes, suspension and bodywork may see little change, almost everything under the bonnet (hood) of the car will require mechanics to 'up-skill' to become expert in the maintenance of electric and hybrid powertrains. This may be an unpalatable prospect for individuals resistant to what effectively amounts to re-learning a major part of their trade. It is unarguable, however, that there will be an increase in demand for mechanics/technicians with the requisite skills to maintain and repair electric vehicles, combined with a broad understanding of the vast and ever-increasing number of electronic devices, features and components found in all current automobiles.

THE SOLUTION

It is perhaps with this is mind that Jaguar Land Rover (JLR) have launched a massive global training initiative that will see nearly 30,000 employees taught how to develop, manufacture and service luxury electric vehicles. Approximately 10,000 of those receiving the training will be technicians based in the UK, with a further 19,000 across the rest of the world trained in skills vital to electrification, digital systems and autonomous driver aids, in a bid to address emerging skills gaps.

THE DRIVER

Barbara Bergmeier, JLR Industrial Operations Executive Director, said, "Developing the skilled global workforces needed to design, build and maintain the vehicles of the future is foundational. I'm proud to say we are committing to help plug the electric and digital skills gap with a comprehensive, global training programme, which will power-charge electrification both here in the UK and abroad."

THE STRATEGY

The Future Skills Programme is key to the success of Jaguar Land Rover's 'Reimagine' strategy, which will see all Jaguar and Land Rover modern luxury cars available in pure electric form by the end of the decade.

Currently around 80 percent of nearly 1,300 franchised JLR retailers around the world offer electric vehicle servicing, so to tackle the skills gaps the company is ensuring the majority of technicians will receive electrification training this year. Those who attended the JCNA AGM at the Mahwah HQ a few years ago were given a preview of the training and servicing facilities created to support the I-Pace launch. As well as service technicians, JLR plan to retrain thousands of their existing highly-skilled engineers and production staff to transition from the development of internal combustion cars to electric vehicles.

As well as having the skills to properly manufacture and maintain electric vehicles, there are also safety aspects to consider. The motor in the I-Pace, for example, is rated at 388 volts and EVs such as these include a range of hazards, including high voltage components and cabling capable of delivering a fatal electric shock. Battery and other electrical energy storage systems also have the potential to cause explosions or fire and components that retain a dangerous voltage even when a vehicle is switched off. With this in mind, it becomes even more clear why having the appropriate skill levels is imperative when dealing with EVs, to avoid potentially disastrous scenarios either at the factory or the dealership. Going beyond current employees, Jaguar will roll-out this training to 1,200 apprentices, using the global Jaguar Land Rover retailer network.

At Home With Sir William

Wandering around Wappenbury

By Peter Crespin

Right place, right time, karma, fluke – call it what you like. There I was, walking towards the front door of Wappenbury Hall, my feet scrunching on the gravel of that famous driveway, half expecting (make that three-quarters expecting) a certain slim, white-haired gentleman to open the door and hold out his dark-suited arm in greeting.

"Hello, Crespin, glad you could make it. How was the drive?"

"Actually, the Zodiac's wipers went AWOL near Daventry, sir."

"Oh dear, sorry to hear that, but you know what they say about those cars, don't you?

"No sir, what's that?"

"Bits of tin and bits of board, put together make a Ford. Ha, ha, ha!" He laughed at his own joke and motioned me forward. "Come in, lad. We've got the kettle on and Dewis will be here any minute. I'm sure he won't mind taking a look at them for you."

OK, you can wake up now, gentle reader, I'm back in the land of the living. Last summer, however, I was briefly transported back in time to the late 1960s, when Sir William Lyons would have been chauffeured from this very house each morning to Browns Lane, 13 miles away along a mixture of country lanes and the fast A45 dual carriageway. How so? I went to an open day and concours at Wappenbury Hall, the home of the Lyons family for over fifty years. Many classic Jaguar fans have gazed curiously at brochure shots of some new model, or a shiny black mock-up, posed in front of the red brick ivy-festooned house perhaps without realizing it was the family home.

The Browns Lane assembly plant has gone, as has the nearby Triumph Motorcycles factory, both remembered only by ghosts and model names used for street signs around anonymous housing developments. Wappenbury, however, still stands – largely immune to the slings and arrows of outrageous car (and house) market fluctuations. Purchased by William Lyons and his wife Greta in 1937, it was bought about six years ago by Australian businessman and Jaguar enthusiast, Scott Shearman.

The house and surrounding acreage have been carefully managed by a succession of owners, but no matter how many photos you look at, they cannot convey the almost mystical sense of 'presence' you feel as you walk the same paths and lawns as we did during the Open Day organized by the Jaguar Driver's Club a few months ago. The experience was heightened by the presence of half a dozen period-perfect Heritage cars from nearby Gaydon, looking for all the world like the cars of senior management parked for a post-war weekend family cookout. Sadly, that was then, this is now, and all I can do is report an almost ethereal event that I experienced at short notice, with little planning – meaning that for once instead of arriving a day late and a dollar short, the stars aligned and I found myself in the right place and the right time. Karma indeed.

Scalded cat? Perhaps lacking in the 'roar' department, this electrocuted Jaguar nevertheless accelerates faster than any production model.

Second Opinion

Houses of the Holy © Led Zeppelin

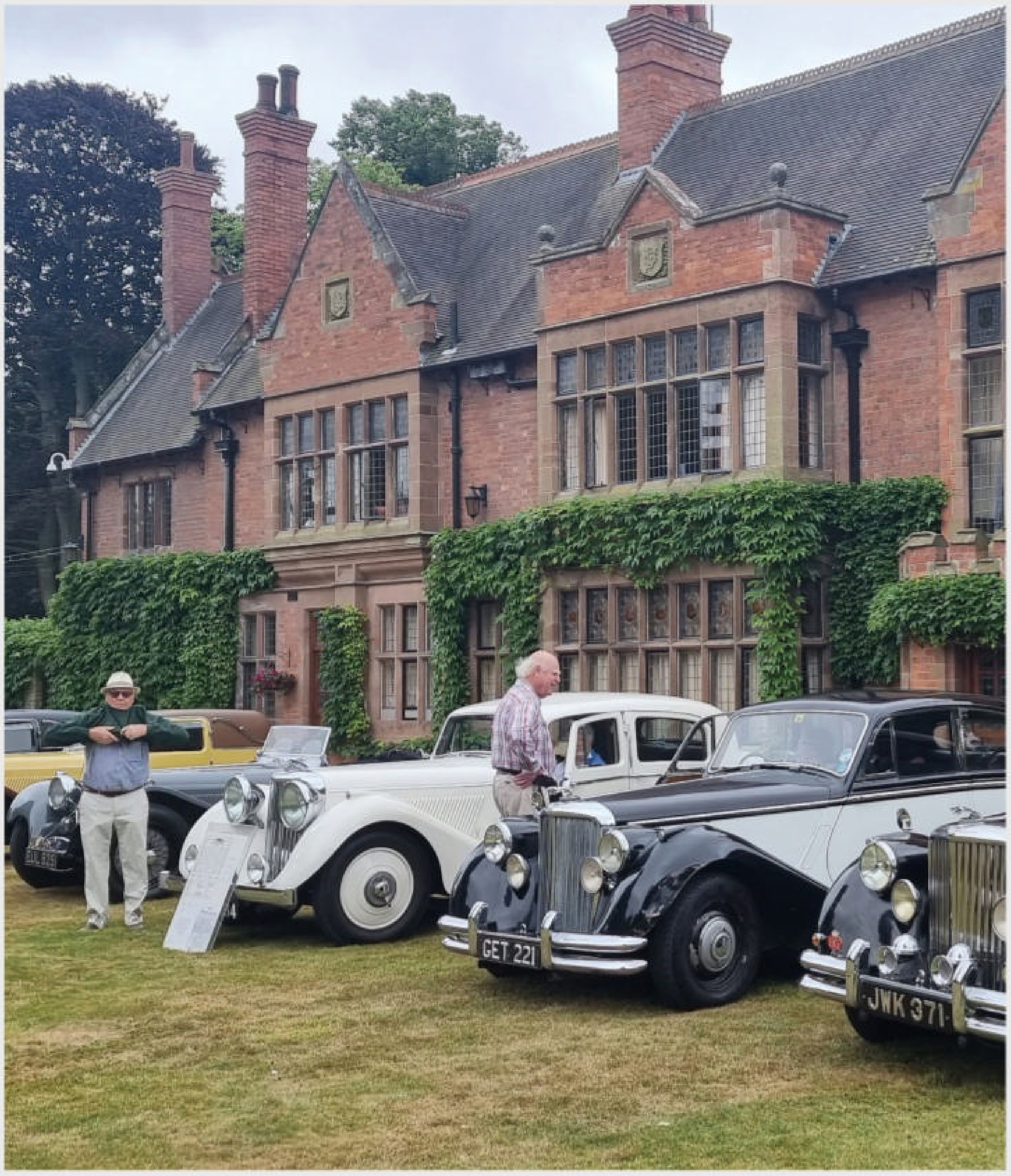
There are few more iconic buildings in the world of Jaguar than Wappenbury Hall. The chances are that even if you have only a passing interest in classic Jaguars, you will have caught sight of the emblematic red brick façade, no doubt framing a beautifully polished Jaguar, old or new. I'm the same, and being no stranger to the backdrop, it was somewhat surreal to be outside it in person, albeit that the ultra-modern Jaguar parked outside in this instance was actually a Formula E racing car, resplendent in full race livery. Messrs. Lyons, Heynes and Sayer would have approved.

Other cars on show ranged from a Mk 1 to an XF SVR and even an XJ220, all displaying their plumage in a form of automotive courtship dance. There was a high-quality concours, autojumble stands and plenty of informal Jaguar chat, all set against the upbeat, bouncing soundtrack provided by a brass jazz band. Meanwhile, when he thought nobody was looking, my *pater familias* tried to poke his nose indoors, muttering something about Zodiac windscreen wipers. Alas, he was thwarted by a not-inconsiderable lock on the front door. Just as well, since his *Jaguar Journal* editor card wouldn't carry much weight in court on a charge of trespass. Would you post bail for a superannuated 'cat' burglar? Me neither…

Tim Crespin

Typical publicity shot of the mid-1960s.

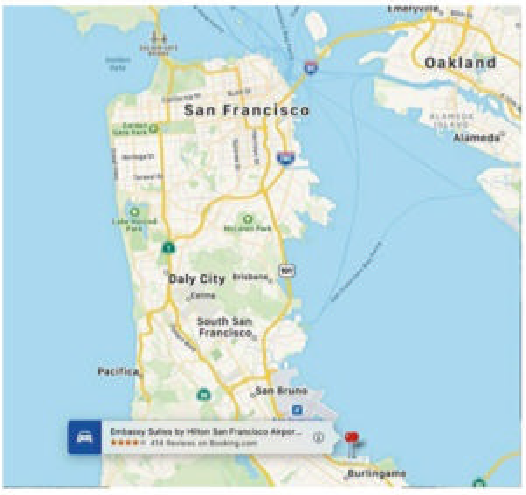
A crime in progress? Would-be paparazzo thwarted.

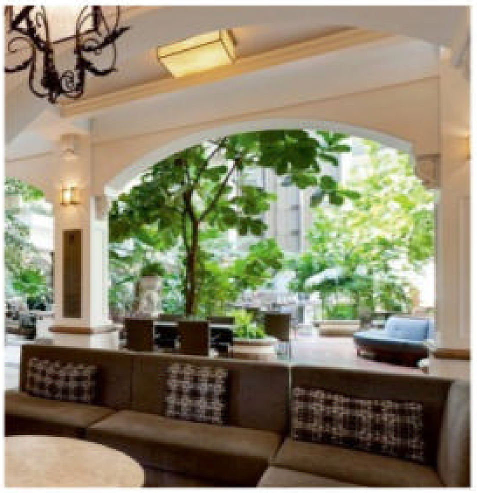


The rarely-seen back garden, with JDHT and private cars a-plenty. Missing only the smells of a pre-war cookout and Artie Shaw or Glenn Miller on a scratchy gramophone.

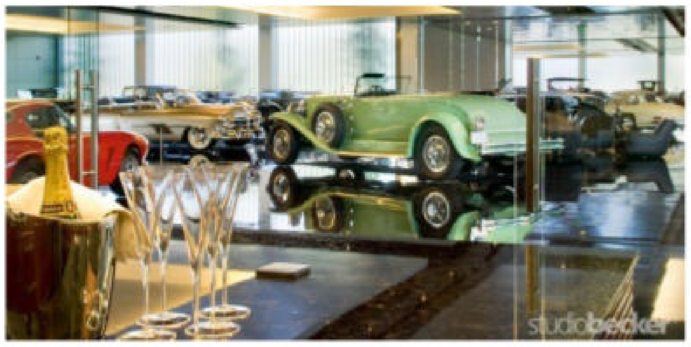
2023 JCNA Annual General Meeting

March 10-12
Burlingame, California





The location of the 2023 AGM and Board Meeting will be the Embassy Suites Waterfront hotel five minutes south of the San Francisco International Airport. All rooms are two-room suites with a low nightly rate of $175, which includes Wi-Fi, a full breakfast and a daily evening reception. For those wishing to extend their stay to explore San Francisco, the coast or wine country, this special rate will be available for three days before and three days after the AGM. **Please note that reservations *must* be made before February 1 to receive this discounted rate.**



Friday morning there will be an optional San Francisco Bay boat tour with coach transportation provided. Friday afternoon will feature an optional visit to the exclusive Mozart Foundation Auto Museum collection with over 220 unique and spectacular cars, 70 of which will be on display during our visit, including past winners of the famed Pebble Beach Concours. A reception with a no-host bar and dinner will be held Friday evening, where AGM attendees can meet friends and the other delegates.

Saturday afternoon, the local Jaguar Associate Group will hold its 'Jaguars by the Bay,' their annual people's choice event in the park adjacent to the hotel. JCNA members who have driven to the AGM are encouraged to participate. After the AGM General Session, all AGM attendees are invited to view the show to vote for their choices in each category.

The guest speaker at the Saturday evening awards banquet will be Boris Gruzman, who will describe the custom E-Type he built for the 2019 'Peking to Paris' rally. He will also relate many of the interesting experiences he had while competing in this epic long-distance event.

Reservations for the 2023 JCNA AGM, the host hotel and the optional boat tour and optional Mozart Foundation Museum tour can all be made directly through www.jags.org.

We strongly encourage every interested JCNA member to attend this special AGM and to enjoy your stay while visiting the scenic and historic Bay area. All of us in the Jaguar Associate Group look forward to welcoming you in San Francisco!

Terrific Texas

A great show with lots of go!

By Peter Crespin

As the JCNA membership leaflet says, "The best part of owning a Jaguar is driving a Jaguar." J. J. Keig and the JOANT team took this to heart, and from the get-go provided formal and informal driving options. After a welcome reception courtesy of Phoenix Insurance on Wednesday night, Thursday dawned sunny and warm, the same as every day of the event, and two groups formed up with their cars. The competitive types entered a time/speed/distance rally, eligible for JCNA awards, and the rest formed a loose convoy for a scenic tour. All of the other events that included vehicles (rally, concours and slalom) were eligible for awards with regional/national standing – which required a much higher degree of accountability and reporting, so it was great that the team also catered to the more laid-back amongst us and Hagerty sponsored both drives. As one of those who flew in, rather than driving, I had no car but was happy to be paired with Bill Ghirardelli in his lovely XK8 convertible (X150). Being a local, he knew the restaurant where we'd be lunching, so if the convoy did disintegrate, we would meet up again.

With Dallas/Fort Worth being a hive of industry and construction, we saw mostly sweeping, swooping, fly-overs until we came to the humongous Texas Motor Speedway. The giant building was impressive (as was the red V12 in front of it), but there seemed to be a much scruffier/smaller stadium track off to one side that piqued my curiosity. A dirt oval for *Rapid Roy, the Stock Car Boy* perhaps?

Impressive sight at an impressive site...

Cars taking part in the drives ranged from the Cole's SS Jaguar (bravo!) to an F-Pace. Lunch was at Billy Bob's eatery in a private room, where bull riding was not required, but watching cowboys move a small herd of longhorn cattle was worth the wait.

The evening meal, sponsored by Welsh Enterprises, featured a Coventry Foundation presentation on a Service and Parts Bulletin database shortly to be launched. Full details next issue.

Friday was concours day, with the 'field' being a grassless parking lot, which might strike you as dull, until you realize it was a superb 'Frontiers of Flight' museum, far more interesting than any grassy field you ever saw. The concours attracted two XKSS and one D-Type replicas, plus an excellent Suffolk SS100 replica. There were lots of E-Types, of course, but apart from a couple of XJC coupes, it is the first JCNA concours I've seen with no XJS or XJ6 entrants – times are a-changing. Saturday's Texan-

A varied range of cars drove Thursday, did the concours Friday and slalomed Saturday.

Lite
THE ONLY BEER OF THE COWBOYS
BULL RIDING
Shiner
IT'S A TEXAS THANG Y'ALL
Red Bull

Billy Bob's before it got busy.

Pilot Jeremy Lee worked hard to stop the timing tent becoming a hang glider.

84
U.S. AIR FORCE

Airplanes ensured a great banquet 'atmosphere', even without Avgas or Jet-A.

themed meal had lots of meat in the Gilleys buffet and three 'hams' on stage, acting the clown.

Call me biased, but the best part of the week was the slalom held in IJF's last and biggest parking lot, outside the Lone Star horse race track in Grand Prairie. I didn't get a drive, but it's always fun to watch people gradually improve (or send the cones flying). SNG Barratt sponsored the event and after an hour hanging onto the timing tent to stop it blowing away, Tony Lee and his son Jeremy were given a few laps by J.J. Keig in his E-Type FHC. Tony Merrygold from the JDHT also got a few laps. Maybe slalom will catch on in the UK now? J.J.'s gesture was exactly the right thing to do and struck the right tone. Any organizer receiving sponsorship for a slalom should find a way to provide that sponsor with a drive or a ride if they would like one. Not doing so would be like taking a sponsor's support for a banquet and not giving them a meal.

At that evening's award dinner back at the flight museum, Tony Merrygold introduced himself and his work at the Jaguar Daimler Heritage Trust. Being in charge of some of the world's best cars must surely rate as the dream job for any keen Jaguarophile. For full rally, concours and slalom scores, see the JCNA website.

One of three D-Type/XKSS replicas.

Hilton Santa Barbara Beachfront Resort
October 29-November 1, 2023
Information | markmayuga@verizon.net
INTERNATIONAL JAGUAR FESTIVAL
JAGUAR CLUBS OF NORTH AMERICA
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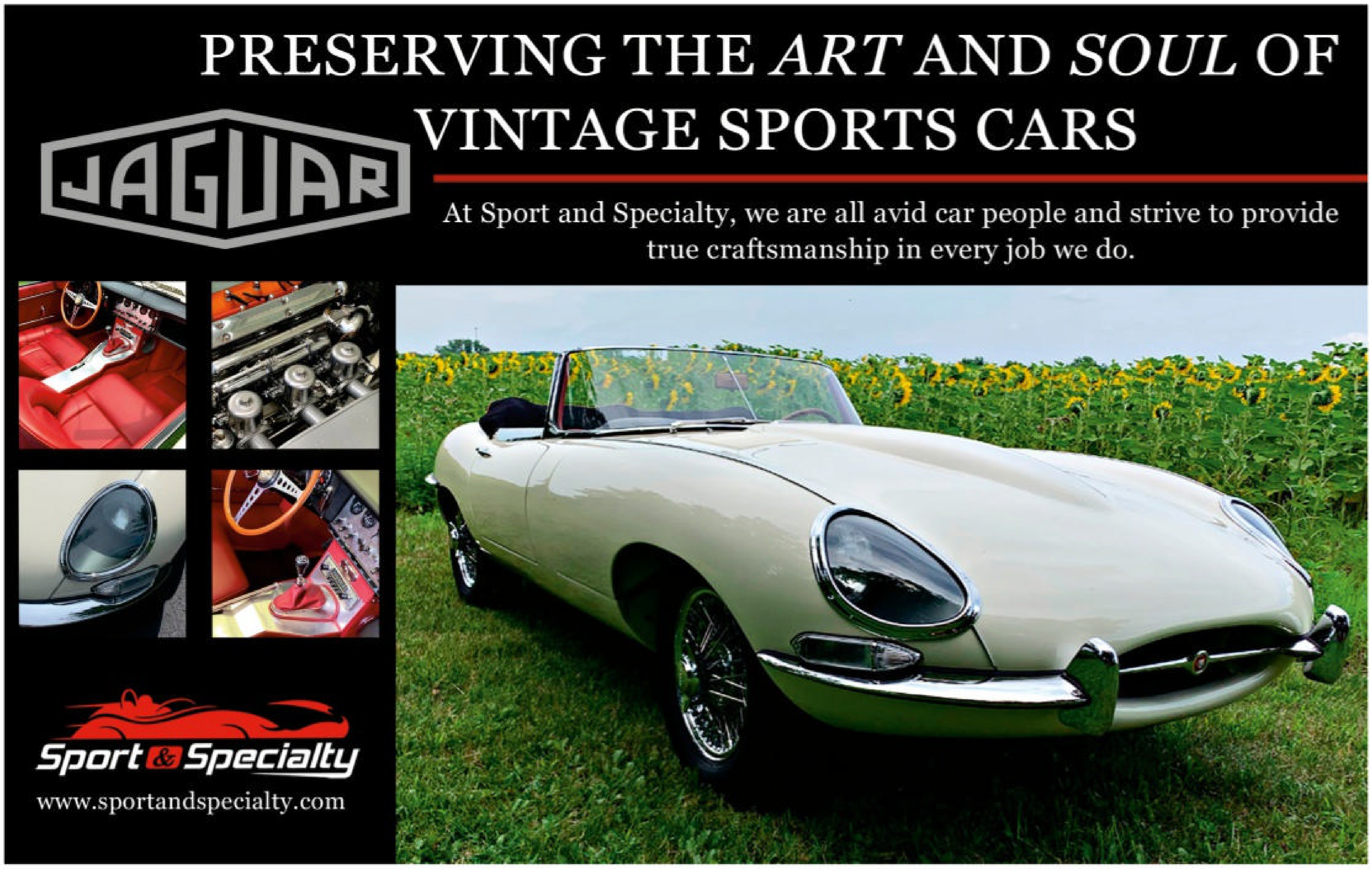

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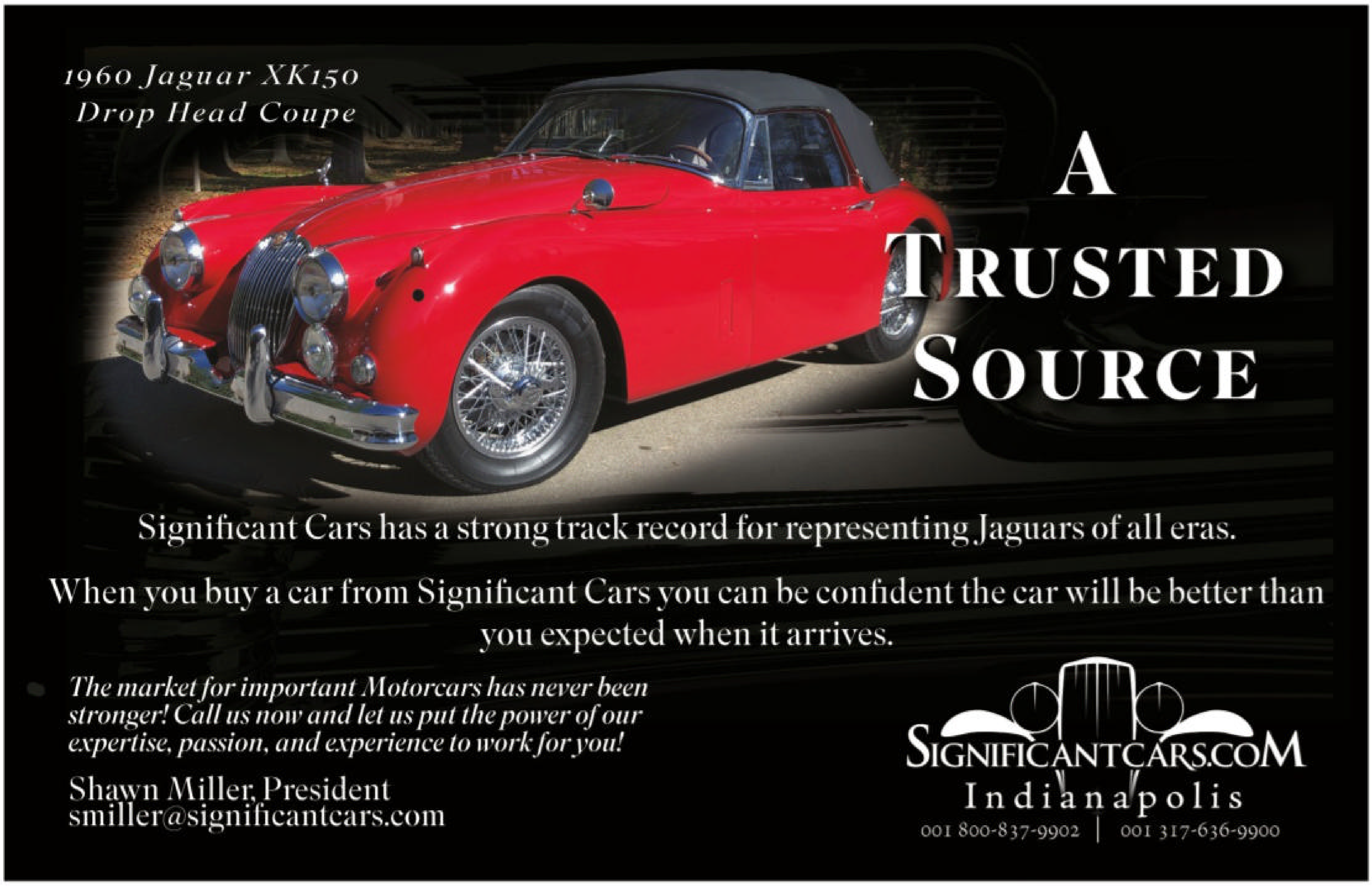

1960 Jaguar XK150
Drop Head Coupe

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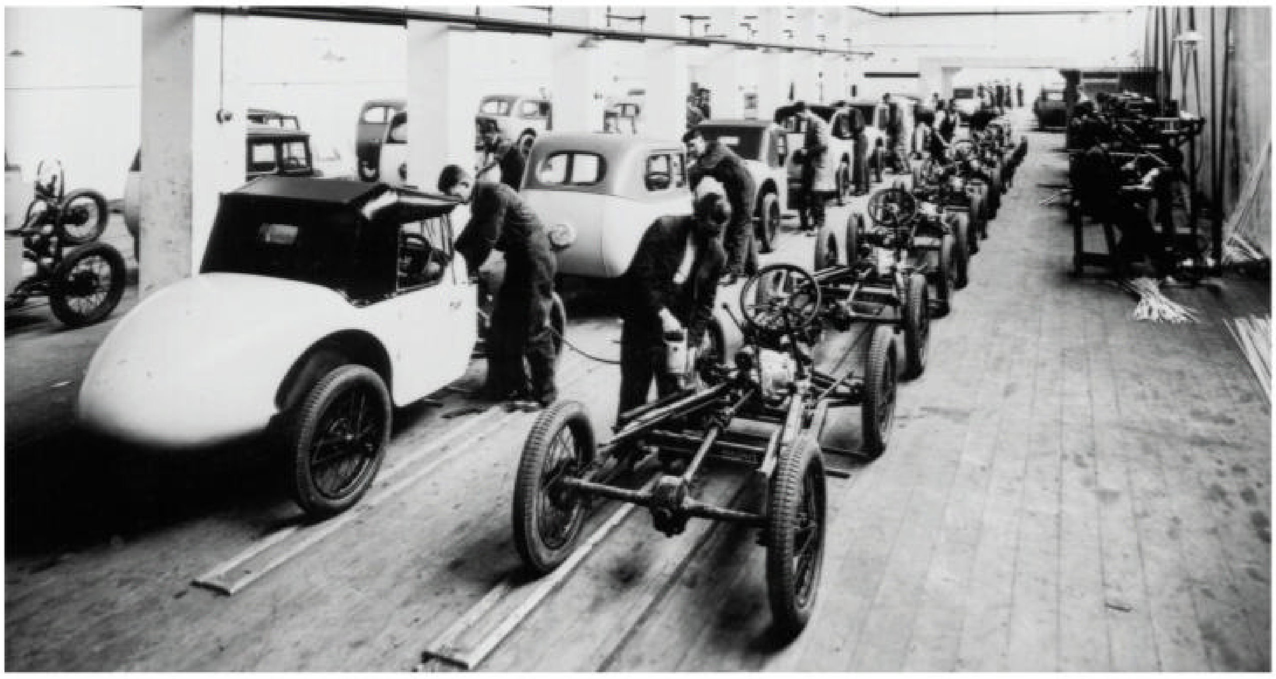
Invest, Restore, Keep or Sell?

Part Two: Restore

By Mark Mayuga

This four-part series of articles is about the future of our fascination with Jaguar automobiles – mostly 'hobby cars' outside the normal dealer network.



Various hand-built Swallow bodies for fitting onto Austin chassis.

RESTORE

Spending a considerable amount of money on an automobile that's 30-50 years old is not a decision to make with only enthusiasm to guide you. Choosing your car, finding a complete example, compiling a list of possible restorers, establishing a real budget, deciding who the restorer will be and creating a working relationship with that shop all need research. So, if you want to restore an older Jaguar, answer these questions first!

- Have you found an automobile that still has most, if not all, of its original major components such as the engine, transmission, suspension, body parts, electrical systems, etc.?

- Have you determined the value of the automobile after restoration? Will the car ever repay your investment?

- Is the resale value important to you or do you just want to have the "car of your dreams" in the garage?

- Is this a car you will keep for the long term?

- How much of the restoration are you willing and able to do yourself?

- What is your budget for outside restoration services, i.e., engine/transmission rebuild, mechanical assembly, upholstery, electrical, body and paint, suspension, purchasing new body panels, etc.? Is your estimate realistic?

- Have you talked with car owners who have gone through the restoration process? Their insight is invaluable!

- Do you have the space and tools for your project car? Sometimes special tools and equipment are required that are not part of the usual DIY toolkit?

- Have you really researched the cost of parts, outside services and included a generous contingency fund to cover inevitable surprises?

- Alternatively, have you considered/can you afford a turn-key restoration by restoration specialists and seen their work and talked with others who have used their services?

- Are you prepared to live with a 'best estimate' process, as there are many unknowns until they start to disassemble your automobile? Remember, there are many years of dirt, oil and rust hiding everywhere.

- Have you thoroughly researched your project car for its uniqueness, maintenance requirements, problem areas, performance and parts availability?

- Who will maintain it once you finish restoring it?

- Have you researched insurance costs for market value, stated value or total replacement?

- Finally (or arguably 'firstly'), have you decided what your goal is – i.e., a perfect restoration, a great car but not 100-point perfect, or a usable driver-quality vehicle for lots of fun times. Although it is always tempting (and perfectly legitimate) to 'personalize'/upgrade a restoration project, know that a heavily-modified or unoriginal car is worth less to most collectors.

CHOOSING A RESTORER

Before we get into specific Jaguar models, a quick word about automobile restorers. These businesses have special skill sets, business ethics, a history of successful restorations, client relationships and reputations in the collector car world. The professional collector car restorer is not your everyday service center or paint and body shop. These are businesses that provide skills such as forensic discovery, paint and body restoration, mechanical assembly, electrical upgrades, brake systems overhaul and suspension expertise for machines of an era long since passed. These shops let their work do the talking, usually have waiting lists and can choose their customers. They are masters of their craft who use their experience and reasoning skills rather than a diagnostic computer. They work bent and rusted metal shapes long neglected by their owners, back to original curves and condition. They don't look for problems in order to sell you more time, they simply refuse to turn out substandard work if new problems arise that need repairing. Repeated requests to cut corners or choose the cheapest option every time can result in you being asked politely to take your business elsewhere.

So, if you cannot or do not wish to restore your own project car, how do you choose your restorer? You have a responsibility to be realistic and choose people who match your philosophy and budget. The relationship may extend for years and even outlast marriages or job and house moves, so choose with care:

- Go to car shows, ask owners with similar cars who they worked with and how it went. Were they responsive and did they inform you in good time of budget estimate issues? Were there avoidable overruns? Did they return phone calls?
- Did the shop provide a restoration schedule and stick reasonably close to project milestones and billing schedules?
- Did the shop create a clear photographic record of the automobile during tear-down and provide a written inspection report with itemized budget lines?
- How big a deposit was requested (25% is typical) before starting work and was that down payment accounted for as it was used up? A professional shop will work from time sheets and agreed hourly rates, parts costs and consumables.
- Did they specify or offer a choice of OEM (original equipment manufacturer) replacement parts, or reproduction parts that met original specifications?
- Can you provide build documentation on your specific car, paint codes, color combinations, interior fabrics? (A Heritage Certificate can confirm the original specifications.) For a genuinely-rare car, can you supply books, brochures or other workshop and parts references specifically about the car?
- Research takes time and is more fun and educational than paying someone else to do it.
- Do you have a fund to cover unexpected costs that may cause the work to grind to a halt while you try to find the necessary money? The car may be your passion but restorers have bills to pay and other projects to work on. They can't always accommodate delays and you need to have a Plan B.

An SS100 is simpler than the XK8 behind, but needs specialist know-how.

JAGUAR SPECIFICS

2022 was the centenary year for Swallow, the sidecar and coachbuilding company that would eventually become the Jaguar marque we love today. Swallow's first motor bodies were fitted to the humble Austin 7 chassis. William Lyons had a flair for style and sports car performance, epitomized by the pre-war SS90 and SS100 models, followed by the XK120 and E-Type that dominated the 1950s and 1960s respectively. These cars were never intended to last this long or to have values many times their original selling price.

An unfinished project can, with care, be a bargain IF you can trust the work so far. Be aware that certain upgrades make even an E-Type less appealing to some.

Care is therefore required should you decide to recommission one of these pedigree automobiles.

The older the model, the more important it is to have access to highly-skilled fabricators to repair and remake panels, brackets and sundry hardware that is either no longer available or requires 'fettling' to fit, even when working with new parts. Tooling for mass production was expensive and Jaguars and Swallows were essentially hand-built from small pressings welded, brazed, folded, riveted or bolted together. Not surprisingly, any shop expecting a Jaguar from that era to simply be a case of assembling the necessary new or used parts has a rude shock in store that could prove expensive for shop and customer alike. Consequently, you need to make sure the shop has restored more than just one of your model of car. One car restoration does not make a restorer an expert, and you do not want to be the one paying for their learning curve.

The one exception could be where your project is basically complete and unmolested, with your goal being to refurbish it to original condition or preserve it as an example of a well-maintained original car as it left the factory for you to drive and enjoy. Such cars will still require expert assessment and inspection, but by rebuilding the car from its original parts there should be minimal fabrication required, just refinishing and refurbishing of mechanicals.

George and Theresa Cole's amazingly unmolested SS Jaguar.

OPTIONS AND UPGRADES

To some extent, almost every Jaguar shipped to North America represented an 'upgrade' from standard home market specification. Base model engines, wheels and trim were hardly ever sold unless requested. Dealers often specified whitewall tires, chromed wire wheels and air conditioning, etc., and fitted radios or extra mirrors, etc. Meanwhile, sixty years ago, hot and cold weather testing was basic, and whilst there were some adaptations for export markets, the 'safety margin' on, say, cooling systems, could be less than ideal.

The early Jaguar sports cars, XK and E-Type, were produced from 1948 to 1974. They used contemporary technologies and materials and these still work when properly maintained, but modern alternatives offer some improvements. Ignition and other electrical systems, suspension, engine cooling and fuel systems can all be discreetly improved without offending many purists or hurting value.

Modern cooling fans and radiators, coolant options and electronic ignition are common, whilst other more expensive options such as five-speed gearboxes and suspension mods do arguably alter the character of the car, as does power steering on any car without power assistance as standard. But even then, if they let an older

IT WON'T GO QUIETLY
The 2023 Jaguar F-TYPE V8 with Switchable Active Sports Exhaust. Exhilaration, anyone?

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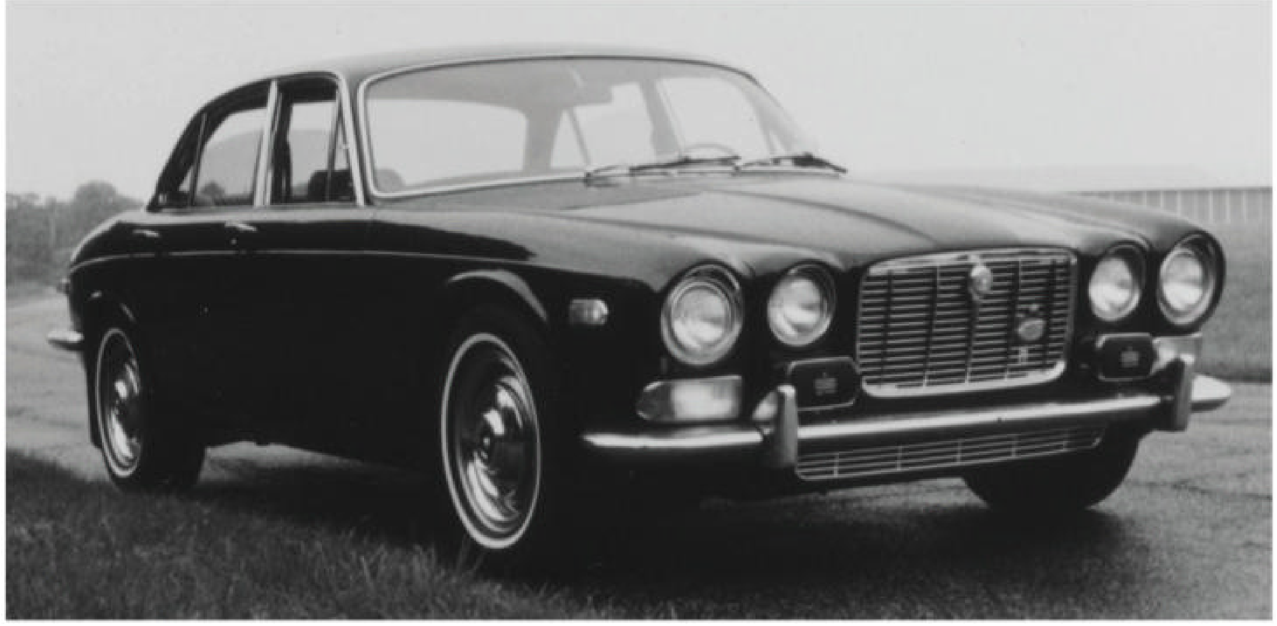
owner enjoy his car longer, power steering and even fitting automatic transmission have their place.

Other options are to retrofit Jaguar's own improvements, such as replacing XK drum brakes with aftermarket or early Dunlop disc brake conversions. Wheel upgrades, improved folding top fabrics, more durable body paint and suspension bushes and dampers (although the last items sometimes give a harsher ride than original and show just how right Jaguar got things in the first place).

EARLY SEDANS 1958-1967: LUXURY WITH PERFORMANCE

Pre-war Swallow and Jaguar sedans and open tourers are a specialty field. Unless you find a specialist near you (look on forums and ask club members), you may end up in a world of pain doing one accurately enough to be worth the investment. Because of their rarity, doing one casually as an average driver hurts value badly, since most collectors want an excellent car. However, finding an unrestored one in similar condition but totally original may attract a high price due to its unmolested charm. That type of car is rarer than ever today. History buffs love these cars, despite being expensive to restore to original condition with correct luxurious and well-appointed interiors. Most had burl walnut throughout, full leather front and rear seats, picnic tables, sunroofs, and wool headliners and carpets. Most later ones came with AM-FM radios, driving and fog lights, automatic transmissions (or overdrive top gear on manuals). Later still came power steering, electric windows, spacious boot, disc brakes, and engine capacities from 2.4L to 3.4L, with the 3.8L and 4.2L coming to North America.

Refinishing the wood trim is expensive and the sheer acreage of leather rivals a Rolls-Royce. The wood was finished in a marine type varnish with veneer over a mahogany or plywood substrate. The interior seats were usually pleated over 'Dunlopillo' foam. Except for the rare 'survivor' cars, where a few historical blemishes add to the patina, be prepared to restore seats with new materials and a high labor bill. Values are climbing but remain below the sports cars, so the investment would be mostly sentimental or for the sheer pleasure of use. A good friend describes his experience as, "When I drive my Jaguar sedan, I feel like a rich man!" So can you, at a cost.


Whitewall tires, turn signal repeaters and undersize outer headlamps = American specification Series 1 XJ.

The most usable early big sedans are the Mk VII, Mk VIII and Mk IX (only the big sedans were numbered with Roman numerals – all others including the XJ series – used normal Arabic numerals.) The Mk X/420G, with their independent rear suspension, are much more like modern cars. The Mk 1 and Mk 2, and their S-Type and 340 derivative models and the mid-size 420, are more practical and sporting but their unibody construction makes them susceptible to rust damage. In almost every case, buy based on completeness and condition, as it will save you time and money.

MODERN: 1968-1996 XJ, XJS

In the late sixties, Jaguar rationalized the model range and sold mostly XJ sedans and E-Types, until 1975, when the latter was replaced by the new XJS two-door GT. 1968 was when all British cars sold in the USA had to comply with Federal safety and emissions criteria. The changes hurt performance and appearance, although the XJ6 Series 1 still got rave reviews in most aspects. If you like these cars, the good news is that apart from a few cosmetic or trim items, they are still very usable and restorable today, and survivor cars good enough to drive daily are sometimes available.

The XJ ride and handling were superb, such that a shortened floor pan was used for the V12 and straight-six XJS versions, made for 21 years until the advent of the V8 engine in the 1996 XK8/XKR. Considered by many the most beautiful sedan in the world, the XJ12 version even topped Rolls-Royce and Mercedes to be described as the world's best car overall. They have well-known foibles, such as rust along the base of the front and rear screens, but buying carefully, especially from dry states, avoids the worst cars.

Pretty as a picture – the Series 3 XJ6 with Kent alloys.

The good news is that these more recent models are easier and cheaper to restore, though not exactly bargain basement material. Having invested, you should have a car capable of carrying four people across continents in style (just two people in the XJS, including supposed '2+2' versions). Creature comforts, driving performance, fit and finish, value and design are still great today if you choose well and invest wisely. Specialists and parts are plentiful and many parts interchangeable across all three series of XJ until 1986 (1992 for the XJ12).

In 1986 the new XJ40 platform arrived and survived through the X300 ('94-97) version with six and twelve-cylinder power, followed by the V8 X308 models (1996-2003).

By the time of the XJ40, cavity wax injection was being used, although it was only in 1994 with the X300 that zinc-coated sheet steel was used for the lower bodywork, backed up by improved wax injection and a six-year perforation warranty. The rear wheel arches can suffer and water can creep into the fuel tank if the filler drain clogs up. X308s can rust on the front chassis rails near the front suspension, but by now any XJ needs careful checking for tin worm. XJ40s rot along the floor to rocker seam and the subframes can perforate under the powder coat, but there enough good cars that you don't need to buy a lemon and many shops should have one or two nice examples.

Each series has its charms and if you choose well, you can get a car that needs little more than running repairs, so full bare-metal restorations are not needed. Early XJS cars are rare and do more often get a total strip-down, but climbing prices for good cars make restoration more logical than even a few years ago.

Some consider the Series 2 XJs cars to avoid as build quality was highly suspect and the next generation of Federal modifications kicked in. An exception would be the pretty 1975-77 XJ6C two-door coupes that sell well on their looks. They are worth restoring, especially the rarest V12 version, albeit some features such as the unique window mechanisms should only be entrusted to an expert XJ shop. Do your research and request examples of their work to view.

SERIES 3 XJ

Enter the Series 3 XJ6, the Jaguar that saved Jaguar! In 1979 strikes and mismanagement were crippling the company and ideologically-based government restructuring was failing. John Egan arrived to inject new life into the company and his focus on quality revived the sick marque's fortunes. With dramatically improved build quality and supplier contracts that shared responsibility for parts reliability, sales started to rebuild and the slimmed-down North American dealer network began operating profitably and ordering more cars. The XJ12 was restricted to Canada and not officially sold in the USA but all Series 3 cars got improved efficiency and power from cylinder head modifications, a new electronic fuel injection and electronic ignition. Electronic climate control appeared and the cleaner, sharper styling and new interior helped boost sales.

The Series 3 XJ is probably the easiest of the sedans to restore and maintain, provided you don't buy a rusty or neglected car. Parts are available from many sources and a well-maintained XJ6 can be a daily, albeit thirsty, driver. I personally have a 1985 XJ6 Sovereign with 287,000 miles on the engine that still runs strong. Good examples are out there with lower miles and great value. The main thing to look for is the maintenance records of the car. Routine oil changes, cooling hoses replaced, spark plugs every 30,000 miles along with air and gasoline filters, AC charged every two years, and the interior leather maintained. These are wonderful cars, powerful, elegant, comfortable, safe and easy to live with.

XJS

Alongside the XJ6, the V12-powered car that put Jaguar into the Grand Touring market was the XJS. The E-Type could not survive beyond 1975 with cramped ergonomics and stringent Federal emissions and crash test requirements. Despite a better drag coefficient than the E-Type, the styling was controversial even though William Lyons and aerodynamicist Malcolm Sayer were both involved. Early examples are rare and lacked the wood trim and other luxuries that appeared later. One of the very first examples was donated to the Coventry Foundation, who still have it for viewing by arrangement. About 350 examples were made with the four-synchro Jaguar gearbox, but it isn't clear if any came to North America. About ten years later, a few six-cylinder five-speed XJS cars did reach the USA for market testing, but never went on normal sale through dealers.

The XJS was a true 150-mph coupe with exceptional performance and refinement not matched by its rivals Mercedes, Porsche, Audi or Corvette. Restoring an early XJS would be a labor of love to be sure. Group 44 won Trans-Am races with their XJS, consistently beating the Cobras, Mustangs and Camaros.

Egan's efforts to reinvent the Jaguar line resulted in an improved 'High Efficiency' XJS model. The HE model meant better driveability, better economy, revised ignition and fuel injection, improved build quality, and a third generation air conditioning system from Delco. The interior got desirable wood accents, redesigned front and rear bumpers, better paint quality, stainless steel exhaust system and more accurate instrumentation.

In the mid-1980s, Jaguar's new all-alloy 3.6L 24-valve AJ6 engine debuted in the XJS but it was some years before the six (by then a full 4.0L) came to the USA, followed by the XJ6 X300 version (AJ16) for the last two years of production.

CHOOSING RIGHT

The Jaguar XJS-HE V12 and 4.0L six-cylinder are future classics in the making. In Europe, they are commanding higher prices, as there were fewer sold there compared to the North American market. The models to consider are the 1989 Rouge, 1990 'Classic Edition,' 1992 XJS-R, 1992-1997 XJS 4.0L and 6.0L 'facelift' cars. The heart of the XJS HE is that wonderful V12 engine and the AJ6/AJ16 4.0L engine. Both will seduce you, keeping them on song will produce joy forever, but if not maintained properly can be an expensive proposition. The 4.0L six-cylinder came with optional manual transmission in 1994 and was a pleasure to drive quickly.

The most important information is a comprehensive history of scheduled routine maintenance, cooling hose and thermostat replacement, frequent oil changes, 30,000-mile major services performed, suspension bushings maintained, AC hoses and compressor upgraded to 134A refrigerant, check front wheel alignment, and emissions vacuum hoses have been replaced, etc. Steering rack leaks on high mileage cars are common. The interior and paint on these cars were good quality and rarely need refreshing. The only issue might be the driver's seat back, which tends to wear on the left side bolster. Interior seat kits are available at reasonable prices and are of a superior quality to original. The headliners tend to sag, but auto upholstery shops now use better materials and glues. Most parts are available except for interior parts for pre-HE cars but the XJS is definitely a car to consider as a future classic whilst being a superb drive in the meantime.

I have enjoyed four XJSs and my current XJS-HE Rouge is by far my favorite to own and drive. It is as close to a Zen car as you could own – quiet, powerful, sleek, unique styling and luxurious! TWR (Tom Walkinshaw Racing) won the Le Mans 24 Hours twice using the V12 engine: his XJS-HE won the Touring Car Championship several times.

XJ8/XK8

The next generation of cars, such as the XJ8 and XK8 range are beyond the scope of a single article and their purchase and use follows the same guidelines as for most other ageing luxury cars. That does not mean you can't get a fabulous car for a bargain price, but the sensible goal is to buy an example which needs as little as possible done to it during your ownership. Good luck!

The first XJS cars used 'sporty' black trim. Classic wood and chrome came later.

3,000 Miles Coast to Coast: Part 2

The de-bug continues

By John Monson

Having finally got our 'Grey Goose' Series 1 E-Type on the road, we drove the first four days largely problem free – at least in terms of the original parts and specification. Some of the modern add-ons we requested were proving troublesome, either in themselves, or to the extent that their installation disturbed and compromised the initial rebuild quality. Nevertheless, the E-Type was proving to be a willing steed. Life is too short to have uneventful trips, so we were due some fun.

Day 6 & 7: A short hop and climb up into the Rockies found us in the beautiful surroundings of Durango. But now we were some 9,000 feet in elevation and I had wondered how the engine performance would respond. Simple answer – zero difference whatsoever. Those XK engines are legendary for a reason… On our second day, the nut and bolt had arrived (the cam cover nuts arrived a week later) and within 10 minutes the problem was fixed. And we took the opportunity to tighten the fan belt and the AC belt. The screeching was fixed but not the AC.

For our day off we took the Durango train to the mining town of Silverton, with cool views of the mountains and canyons. Top tip – a one-way option is ideal because it all takes a bit too long, despite excellent commentary. Worth the experience though, and Durango is a lovely town with great bars and restaurants – I would definitely go back.

TRIP TOOLS

E-Types are pretty simple. I already had a wheel hammer, and the electronic distributor meant no need for spare points or condensers. Tie wraps, screwdrivers and a socket set, mechanic gloves, strong tape and WD40 formed the basics. I had a fuse tester but forgot any spare fuses! To this we added spare oil, coolant, brake fluid and gasket sealant. Basic stuff, to match my basic mechanical skills.

Day 8: All fixed up and ready to go, we headed towards Santa Fe, less than 250 miles away. This time the valet parking was fine – the valet said he was happy to park the car because he had managed it with a Bugatti Veyron. However, two minutes later he hopped out of the Goose and suggested we go together. Great guy actually, who insisted on multiple pictures with the car! By now, the routine for the end of each day consisted of:

- Bonnet up

- Clean up oil from cam covers and tighten nuts

- Top up oil

- Tires were untouched because the pressure sensors were working fine

- Quick check of suspension and other nuts and bolts

- Clean screen

On the matter of the screen cleaning, by now we hadn't seen a single drop of rain but had collected quite a spectrum of windscreen bugs. My trusty Rain-X spray was struggling but Turtle Wax Bug Spray was brilliant – that's some serious stuff and highly recommended for heavy duty bug work.

This is classed as an appetizer in Durango.

We let the train take the strain on our day off.

Typical end-of-day check-over.

A pleasant evening stroll revealed that Santa Fe is quite the boutique town, with fancy restaurants and shops all over and we were sad to miss the Muscle and Classic Car show we passed as we left next day!

Day 9: By now we knew how hot an E-Type can be – after all, it's basically a large engine on wheels. We were heading towards the Texan plains with high heat and increasing humidity. Our target was Amarillo 300 miles away using some of the original Route 66, with a photo to remember this was indeed "… the way to Amarillo…", as the song goes. Great restaurant in the hotel and the valet guy gave us a special spot under the parking lot light and camera. Monit told us we had just passed 2,000 miles. Our only ongoing mechanical glitch was door-mounted mirrors coming loose despite my regular efforts to get inside the door pillar – a simple problem but really annoying.

Twisties are fun in an E, but sometimes ya gotta do the big mileages.

The Cadillac Ranch remains weird, no matter how many photos you've seen.

Day 10: – Some 400 miles later, we arrived at a B&B in a tiny town called Granbury, near Fort Worth. Sharing the driving with Sam had become the routine and we tended to switch at fuel stops so each stint tended to be about 200 miles. On the driver's side, where the exhaust runs, keeping the window closed was basically impossible because of heat, but with the window open, the Stilo intercom was a must. The only problem is that they are pretty hot to wear as well so we tended to alternate a bit. The Granbury B&B was the strangest house we encountered, and breakfast was actually across the street in a diner. The next morning, I was greeted by the town mayor who told me Granbury is on the annual route for The Great American Race. This required more selfies, of course…

Day 11: If Texas was hot and muggy, Vicksburg, Mississippi, had it beat after our longest drive of 450 miles. We did briefly stop to witness the surreal Cadillac Ranch. The concept was to plant a dozen Cadillacs nose down in the earth and invite passers-by to paint them any which way. When we stopped there were dozens of folks happily shaking cans and spraying – truly weird.

Vicksburg certainly is humid! By the time I had completed the evening maintenance, I was soaked in sweat. We stayed in the Bazsinsky House – a local attraction in its own right. Our host was the owner himself and at breakfast we were treated to a fascinating story of the house since its earliest days long before the Civil War. Sadly, as we stepped outside to pack the car the humidity was just as bad!

Day 12: By now we were firmly in the deep South and on the road to New Orleans, some 200 odd miles away. We stopped to fill the car on entering the city and were greeted in the gas station by the driver of a lovely F-Type coupe, who thoroughly inspected the Goose – more camera work, of course. Our hotel was just off Bourbon Street and the car was safely locked up for the night. New Orleans never changes and never disappoints – lots of interesting and fascinating people to watch wandering around the streets and that unmistakable smell! That's the politically-acceptable description, I think. New Orleans saw us pass the 3,000 mile mark.

Day 13: Two more days left and the final stay was planned for Destin on the Florida panhandle. We lodged at the Henderson Beach Resort – highly recommended. The top valet experience also – the excellent young man simply asked me to drive him down to the underground parking lot and all would be fine! The next day was going to be a long drive so the nightly checks were pretty

The Bourbon Street 'atmosphere' is something else…

Pushing our luck, but it held up to Orlando.

thorough and the problems we had on the first day were still the same – leaky cam covers, useless AC, loose mirrors – but by now we had begun to shake loose the running gear, with a growing array of rattles and clunks as we drove along. All totally expected, of course, after such an aggressive shakedown and nothing of real concern.

Day 14: The final day required us to have a photoshoot at the AdventHealth Translational Research Institute – timed for 4 p.m. That was probably going to be OK as we set off but there was one more wrinkle to the story as we headed towards Orlando. At just over 400 miles, it was going to be a two-stopper which began with a 30-second rain shower – our only rain of the entire journey. At our first fuel stop as we set off again, I was rather alarmed by an unpleasant mechanical sound when I started the car. It started on the second try so off we went and I crossed my fingers.

However, at the second, and final, stop the graunching noise returned with a vengeance and the starter motor was no longer turning the engine. Luckily, an E-Type is light enough that a bump start was a simple process and off we went on the last leg. By now, of course, I had to make sure we didn't stop or stall, because I was pretty sure the starter motor was gone – I hoped it was that rather than a more serious ring gear or flywheel problem.

Luckily, we avoided any problems in the final leg and arrived in Orlando on time for a greeting from the research team and some final photos. As we pulled in to stop, the Monit told us we had logged 3,613 miles since we drove away from the Images Autobody shop in northern California. We were certainly fortunate to suffer the only major mechanical breakage so close to home and overall, the trip had been amazingly trouble-free. All the problems that occurred were pretty trivial in reality and would have been spotted if the 1,000 mile running-in period had been possible. Such is life, I guess, and I am pleased to report that all of these issues have now been fixed – including a simple change of the broken starter motor.

SUMMARY

So, in summary, we drove across the country commonly cruising at 80-90 mph, on wide open roads with very little trouble, apart from us being overheated. We averaged almost 19 mpg, were never stranded and used less than half a gallon of oil. By the end we had raised just over $15,000 for cancer research, so special thanks to everyone who donated to such an important cause (www.DriveMensHealthForward.com).

A 1962 E-Type Jaguar consists of almost 65,000 individual parts, from a crankshaft to a rubber grommet, and getting them to work together so well for the first time in almost 40 years is quite an achievement thanks to David Ferguson and his team (www.imagesautobody.com). I have to admit, I was pretty anxious about the trip at the start, especially having watched all the last-minute glitches that were definitely not planned. However, David assured me the car would take us safely to Orlando and he was right.

It was really special making the trip with my son Sam and he did a great job with the itinerary, bookings and co-driver duties – all totally faultless. What would I do differently? Ideally, I would make sure the AC worked – it will never be up to the standard of a modern car but every little bit helps when driving through southern heat and humidity. Because of that, I think I would try and take the trip a month or two earlier so the weather might be cooler and would most definitely ensure that the car was well and truly debugged before setting off into the unknown.

One thing is for sure: every owner already knows that an E-Type Jaguar is a special and remarkable car. Despite being 60 years old, I can only tell you it's all true. So, choose your car, mark the dates and hit the road! For me, I am now looking forward to driving the Goose once we have treated the old girl to some much-needed TLC and knowing I don't have to do 400 miles before a cold drink!

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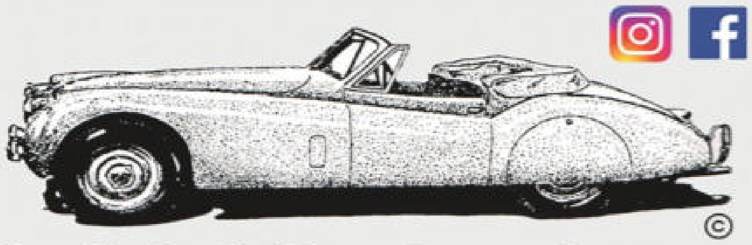

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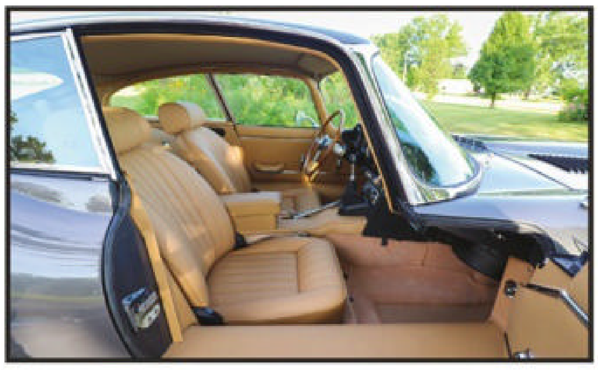

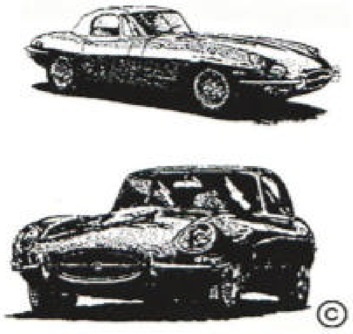

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Heritage Highlights

Swallow Centenary

By Tony Merrygold

As the Swallow Sidecar Company had started life in a factory in Bloomfield Road in Blackpool, it was only natural that the main event of the Jaguar Daimler Heritage Trust's centenary celebration year should also take place there. Swallow Sidecars were based in Blackpool from when the company was formed in 1922 until November 1928, when they undertook their 'great adventure' and moved down to Coventry.

Blackpool is a seaside town in Lancashire, on the northwest coast of England. Like many seaside towns, it grew rapidly during the Victorian era with the arrival of the railways and the construction of three entertainment piers jutting out into the Irish Sea. Illuminations were added in 1879 and in the 1890s a smaller version of the Eiffel tower was built, complete with a ballroom in the base.

Blackpool thrived during the first half of the 20th century, but the post-war advent of cheap charter flights meant holidaymakers flocked to Europe for guaranteed sunshine to go with their beach holidays. Like most British seaside resorts, Blackpool went into a slow but steady decline, mirroring the decline of US venues like Coney Island.

Following a very successful event at Gaydon on the first weekend of September, JDHT planned to take 18 of our vehicles north to meet up with the Jaguar Enthusiast's Club and take over the promenade in front of Blackpool Tower.

We commissioned two new blue plaques, one for the Bloomfield Road factory site and one to mark William Walmsley's family home in Stockport, where he built the first few Swallow sidecars. We booked the local mayors to do the official unveilings, but whilst driving up to Blackpool on September 8, we heard the news that HM Queen Elizabeth had died. This changed the tone of the planned weekend somewhat. We discussed cancelling the event, but decided it would be impossible to contact the couple of hundred people who would be travelling to Blackpool, and everyone we spoke to commented that the Queen wouldn't have wanted everything to be cancelled anyway. That night, the six miles of the Blackpool illuminations were in darkness.

Our vehicles were all leaving Gaydon on the Friday morning and a quick phone call instructed them to bring one extra car – the Queen's own personal Daimler Super V8, which we had used earlier this year for her Jubilee Celebrations. The rules of *'Operation London Bridge'* (plans for the death of the monarch) came into effect during

Tower lights that normally rival Las Vegas were dimmed to just red, white and blue.

Four shades of green: the 'Crown Jewels' of the marque's heritage (XJ13 out of shot).

Patriotic XK8 and the Queen's personal Super V8.

A 'flock' of Swallows, with the sidecar and Austin coming back to their Blackpool birthplace.

the day, with flags at half-mast and all council and government office activities cancelled – including our two mayors. The Stockport blue plaque had already been fitted, complete with Velcro curtain for the unveil and two holes had been drilled in the wall of the Bloomfield Road site ready for its plaque.

All our vehicles arrived safely and were parked up on the promenade for the evening, ready to be put in their correct places in Saturday's timeline. The JDHT team of staff and volunteers went out for that most traditional of British seaside meals – a curry. The main illuminations remained extinguished, although the tower was tastefully lit up in patriotic red, white and blue.

Saturday morning dawned and we lined up our vehicles, starting with our 1928 Swallow sidecar and a 1928 Blackpool-built, Austin 7 Swallow, and including a line of four cars all resplendent in four different shades of British racing green; C-Type, D-Type, the first E-Type roadster 77 RW and the XJ13. Other cars included Sir William Lyons' 1968 XJ6, Princess Diana's XJS and a very obvious Union Flag-painted XK8 which we parked next to HM The Queen's Super V8.

Word quickly spread that we had 'The Queen's Car' and many people were drawn to it to pay their respects. It probably received more attention than XJ13 until we fired that up at lunchtime. This drew quite a crowd and within minutes photos and videos of it were winging their way through the ether via the wonders of Facebook.

While some Blackpool residents knew about Swallow's birth in the town, it was surprising how many had no idea at all, and one of the actions to come out of the weekend is to work with Blackpool Council to try and put together a permanent display telling the story. Saturday finished with a gala dinner with short speeches, from the managing director of the Trust and Michael Quinn, Sir William's grandson. For the first time in my life, I drank a toast to the King!

Sunday followed a similar pattern to Saturday, with the crowds again asking, 'Why the sidecar?', 'Where's the Queen's car?' and being suitably impressed by the noise of the quad-cam V12 engine in the XJ13. Mid-afternoon saw us reload £50M worth of cars onto a truck and then drive the rest of the cars back down to Gaydon.

A weekend not to be forgotten and one that will probably never be repeated.

Auction News

A fond farewell

By Ramsey Potts

"Don't let it end like this. Tell them, I said something." – Pancho Villa.

Alas, my *Jaguar Journal* friends, our time together has come to a close. It is with a genuinely heavy heart that I lay down my pen and no longer report to you from the fascinating world of collector car auctions. I realize now that, being an officer and founding partner of a global collector car auction house, it is not altogether appropriate for me to provide my personal opinions and points of view on the activities of other great houses, with which my company, Hagerty & Broad Arrow, competes.

I estimate that it has been over four years that you have been so gracious as to let me into your Jaguar passion. I have had the good fortune of meeting many of you at events throughout the country, and especially at auctions. I do truly hope you will still take advantage of my standing offer to come to your Jaguar club events and offer you a glimpse into the fascinating world of collector car auctions. As always, that gesture is free to your club as part of the service any great auction house provides.

I love a few things better than most: Jaguar cars, the drama of a live auction, and mostly… all the amazing petrolheads you meet when you combine those two things! I never dreamed that I would get to pen a regular part of the most significant periodical dedicated to Jaguar in North America, and for that, I'm truly grateful. Thank you to Peter Crespin for his initial invitation and patience. Thanks to Diane Dufour for making that introduction five years ago, and to Greg Wells for making my incoherent babble more cogent.

Please say hello to me on the concours fields, rally routes, and auction rooms… and tell me all about your Jaguar, because I really do want to learn! I'm still looking for my Primrose E-Type S2 FHC with a red interior (*Rhubarb & custard - really? Ed.*), so maybe I'll return for an encore column just to share about when I become her caretaker! Then they will know… I said something.

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Tales of the Trade

The only constant is change

My sister-in-law recently took up painting. It turns out she's very good at it, although she didn't start until she retired last year. It's not entirely a surprise because there had been multiple artists and creative types in her family for the several generations that she knew about (and probably earlier ones before that).

On the face of it, her professional career as a science teacher would have given her few opportunities to demonstrate her colorful artistry, beyond perhaps a facility with circuit diagrams or drawings of laboratory apparatus before computers and software made the tasks child's play. Nevertheless, she is happy to find that the classes she is taking are opening up a whole new world of pen and ink, charcoal, watercolors, oils and other techniques. Some of them suit her better than others but all of them demonstrate that she definitely has a better than average gift for illustrating the world around her. She scores consistently highly in the class exercises, to the extent that she could probably earn money locally, or via the internet, as an artist working from customer photographs to create paintings or drawings to hang on the wall. That she will never do so, is purely her decision that to try and make money from this new skill would cost her more in terms of pressure and stress than she would gain in terms of pleasure or financial reward.

It appears that the car world is also going through a period of transition, whereby familiar old skills are becoming less valuable and new skills will need to be learned to keep up with the change in business demands. I am talking, of course, about the change from internal combustion vehicles to electrified versions – with Jaguar being the first to sell a pure electric luxury SUV in the form of the I-Pace. True, the inexorable rise of electronics over mechanical systems has been underway for over 40 years, but the switch (excuse pun) towards electric propulsion is bringing about changes much more fundamental than learning to use on-board diagnostic systems , etc., none of which could easily kill you or set the workshop ablaze.

True, the reduced use of flammable fuels and fluids will likely lessen some risks of serious harm, and many systems such as suspension, bodywork and brakes will be slower to change. But on the assumption that formal accreditation to work on new systems will be systematically enforced – by insurers and tort lawyers, if not cash-strapped regulators – it seems likely that the private vehicle industry will gradually be replete with 'old dogs' disinclined to invest in 'new tricks.' When that happens, the art classes may fill with horny-handed former sons of toil, more used to getting black 20W50 under their fingernails than burnt umber acrylic. The kids will be alright; by the time they graduate high school and sign on at the local dealership, they'll have 18 years of interacting with software under their belt. Torque wrenches will probably be talk wrenches. What used to be the venerated skills of an experienced master will become an unacceptable lack of certification and indefensible dealer service liability.

Old Jim, who could tune a six-carb twelve by ear and smell, will be reduced to checking tires on the rare cars without pressure sensors, or moving the cars around the lot – a task that daily offends his core belief that an engine should never be switched off before it has properly warmed up. Autonomous cars will self-inspect and drive themselves to repair facilities, and if you ever have a traffic accident they will likely call for back-up, whilst compiling a display of your vital signs and highlighting that childhood allergy to strawberries you forgot about. Nurse Ratched will glare at you hot enough to melt solder, for having had the temerity to switch off the hands-free driving feature, and thereby appearing cuckoo-like to upset her minute-perfect ward schedule for the day. When that happens, a few hours of painting or basket weaving for fun and profit could start to look mighty appealing. You have been warned…

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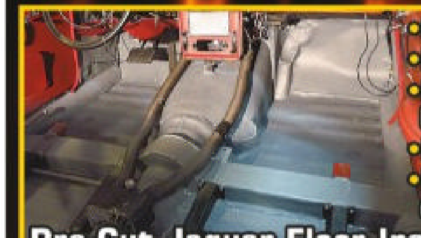

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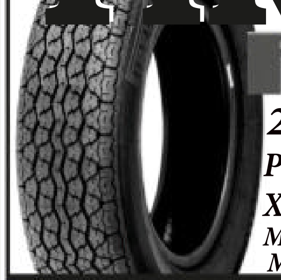

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Classified ads are FREE to members and subscribers. No charge for photos. Ads and photos accepted subject to space availability. Send ad, photo (if desired) and payment in US Dollars **four weeks before issue date** to: *Jaguar Journal*
9435 Watkins Road, Gaithersburg , MD 20882.
910-398-3620,Text and photo may be e-mailed to pcrespin@jcna.com. Include member/subscriber number from label. Non-member ads $20. Commercial classified $40/inch. Contact Diane DuFour: ddufour@jcna.com. **No credit cards.**

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1999 XJ8: Black with Cashmere interior. Only 42,000 miles, purchased from Jaguar dealer at 9,000 miles. Never driven in rain or snow, always garaged. Asking $16,500. Call or text PJ 860-918-7655.

Hardcover Jaguar books: *Jaguar*, Montague & Porter, press launch books published by Jaguar Cars USA. *The Jaguar File – All Models Since 1922*, Eric Dymock, 428 pages, in boxed sleeve. *Great Marques – Jaguar*, Harvey, 80 pages. *Jaguar E-Type: The Complete Story*, Wood, 200 pages. *Jaguar Saloons*, Harvey, 271 pages. *Jaguar – An Illustrated History of the World's Most Elegant Car*, Hicks, 128 pages. All books in excellent condition. Best offer plus shipping. Email: jazverina@san.rr.com.

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craigkerins15@gmail.com

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BUSINESS/INSURANCE: Support administrative manager, monitor financial activities, deal with insurance provider. – Bill Beible, 473 Fairmont Drive, Chester Springs, PA 19425, 610-223-1051, bill.beible@gmail.com.

CHIEF JUDGE: Hal Kritzman, 860-666-3045, coinman1@cox.net.

CLUB NEWS: *Jaguar Journal* club news and event reports. – *Jaguar Journal* Associate Editor, Gregory Wells, greg@slotblog.net, 2482 Westhill Ct., Norcross, GA 30071, 404-610-4524.

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CONCOURS COMMITTEE: Handles concours results. Sanctions events, maintains North American concours event schedule, monitors judge qualifications, reviews and approves concours scores and judging reports. – Chair, Jim Sambold, xkjagnut@comcast.net.

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NEWSLETTER AWARDS: This committee is now part of the Special Awards Committee.

NOMINATING COMMITTEE: Receives Regional Director Nominations. – Lisa Schafer, 324 Flightline Road, Lago Vista, TX 78645, 512-656-8262; lmvschafer@yahoo.com.

PASSPORT TO SERVICE: Receives requests for JCNA information generated from Jaguar Passport To Service books. Distributes contact information to appropriate JCNA clubs. Prepares lists of inquiries to receive sample copies of *Jaguar Journal*. – Nedra Rummell, 760-519-5400, nedra@rummells.com.

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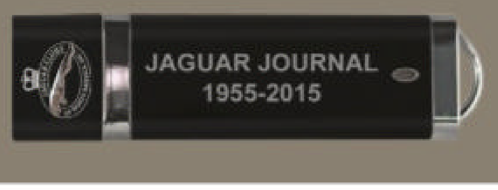
WEBMASTER: Maintains JCNA Website and coordinates all postings, event results, forums, etc. – Jack Humphrey, 2760 Roundtop Drive, Colorado Springs, CO 80918, 719-930-4801, jagluver2@cs.com.

Don't forget your 60-year *JJ* archive. **See JCNA website!**



Events Calendar

NOTE TO ALL CLUBS:
This calendar for each issue is compiled from the events listed on the JCNA website, scanned about six weeks before you receive your issue. Please be sure to list any meetings well ahead of schedule so as not to miss out on having your event published in the Journal.

January 28, 2023: The 34th annual SAJC 'Rallye to Luckenbach,' a JCNA-sanctioned class T2 time-speed-distance rally covering approximately 100 miles and three hours will begin at 11 a.m. at La Hacienda Scenic Loop Restaurant, 25615 Boerne Stage Road, North San Antonio, Texas. Rally endpoint will be the Luckenbach Post Office and General Store. Rain date is one week later, and if event is called due to inclement weather, it will be announced on the events calendar page of www.sajaguarclub.info by 7 a.m. on the day of the event. Keeper trophies will be awarded to driver and navigator for first, second, and third places. Unofficial results will be announced about 45 minutes after the last car arrives, at Hondo's statue. Event winners will get their names added to, and will get possession of, the Blake Lambert Trophy for the following year. There is also our famous 'Stray Cat Award' to the car taking the longest to arrive in Luckenbach before the awards ceremony begins. Entry fee is $20 per car. Contact: Brian Blackwell, 210-255-0361, email: blackwbg@gmail.com.

March 10-12, 2023: Please join us for 2023 JCNA Annual General Meeting (AGM) hosted by the Jaguar Associate Group at the Embassy Suites San Francisco Airport Waterfront in Burlingame, California. Proposed schedule – Thursday: Board dinner at 7 p.m. Friday: Board meeting from 8 a.m. to 3 p.m.; optional visit to private motor museum from 4 p.m. to 7 p.m. Saturday: AGM from 8 a.m. to 2 p.m.; Optional excursion to local mall or winetasting 11 a.m. to 3 p.m.; local clubs car show adjacent to hotel 1 p.m. to 5 p.m.; awards banquet at 7 p.m. Sunday: Board meeting 8 a.m. to 11 a.m. Contact: Phil Endliss, email: treasurer@jags.org.

March 24, 2023: The 2023 Jaguar Club of Florida Concours will be held at the World Equestrian Center, 1750 NW 80th Avenue, Ocala, Florida. Contact: Tom Orlando, 646-265-5594.

April 30, 2023: The Nation's Capital Jaguat Owners Club Concours d'Elegance, the 59th since 1963, will be held in collaboration with the 'Britain on the Green' extravaganza hosted by the Capital Triumph Register. The CTR welcomes all British cars and motorcycles as part of their 25th Anniversary car show. Gunston Hall, the colonial home of Revolutionary War patriot George Mason, is located just 12 miles south of the nation's Capital Beltway. The large show field can accommodate several hundred cars with plenty of room for car-spacing and with separate parking for trailers and visitors. In addition to nearly 200 beautiful British vehicles on display, participants and spectators can enjoy live music, a 'Food Truck Alley' featuings breakfast items and a variety of luncheon items; a sponsor/vendor midway providing information on automotive products and services and tours of the historic Gunston Hall mansion and gardens. Contact: John Larson, 301-520-3620, email: jclars123@aol.com.

May 27, 2023: The Susquehanna Valley Jaguar Club will hold its 16th annual Concours d'Elegance on Saturday, May 27, 2023, at Sunset Lane Park, York, Pennsylvania. JCNA rules will be used and trophies awarded in Champion, Driven and Special classes in addition to Dealer's Choice and Spirit of the Concours awards. Trailer parking is available. A caterer will be on hand, along with a pavilion and picnic tables for lunch. Contact: Dave Hershey, 717-846-0642, email: ivestrainboy@aol.com.

July 21, 2023: Please save this date for the Jaguar Club of Victoria's annual 'Jaguars on the Island' extravaganza, North America's largest Jaguar show. Location is Windsor Park, Oak Bay, Victoria, British Columbia. More details will be available as the event gets closer. Contact: Carole Borgens, 604-514-8414.

July 27, 2023: The Carolina Jaguar Club's 2023 'Head to the Mountains' concours d'elegance at the beautiful Switzerland Inn located just of the famous Blue Ridge Parkway in Little Switzerland, North Carolina. Registration will open around April 1, 2023. Check back for more details. Contacts: Brad & Barbara Merlie, 704-506-9130.

October 7, 2023: The Jaguar Association of Greater St. Louis will hold its 'Jaguar at the Elks Part II' event at the Elks Club of Creve Coeur #9, 12481 Ladue Rd, Creve Coeur, Missouri. Details to follow. Contact: Brandon Gray, 314-323-4387 or Lisa Hendrix, 314-406-5412.

October 29-November 1, 2023: The 2023 JCNA International Jaguar Festival hosted by the Jaguar Owners Club of Los Angeles at the Hilton Santa Barbara Beachfront Resort in Santa Barbara, California. More details as they become available. Contact: Mark Mayuga, 909-772-1075.

Member Spotlight

Jeffrey and Sarita Carlson

By Nicole Smart

Jeffrey and Sarita Carlson.

A shortage of mechanics, trade wars, empty dealership lots and pandemic supply chain disruptions causes frustration for many American Jaguar enthusiasts. Meanwhile, for our neighbors in Mexico, recent progress in trade agreements and rapid C-suite industry growth have opened doors for accessing the cars. Unfortunately, costly tariffs on luxury vehicles and difficulty sourcing parts and service make British car ownership unattainable for most people living in Mexico.

Jeffrey Carlson's experience as a Jaguar owner in Mexico spans several decades, in good trade times and less favorable. He has entered his cars and assisted with judging in many concours across the southwest and south central regions. In addition to performing his own maintenance and repairs, Jeffrey has developed transcontinental relationships with knowledgeable Jaguar owners and suppliers over the years.

The Jaguar Club of Mexico (Club Jaguar A.C.) emerged informally in 1980 as a group of friends who enjoyed the cars. JCNA affiliation commenced in 1995. Currently chief judge for his club, Jeffrey has also often served as concours chairperson. His collaboration with San Diego's Tom Krefetz and others exemplifies an exchange of resources and socializing between clubs. The Mexico club typically hosts rallies, a sanctioned JCNA concours and a celebratory year-end dinner. Over 500 cars representing many brands and car clubs attend the annual International Grand Concours d'Elegance.

In 1952, Jeffrey's American-born parents visited his engineer uncle in Mexico City. They enjoyed the culture and lifestyle so much that they left the US and started a company in Mexico. From childhood, Jeffrey was bilingual, mechanically inclined and familiar with repairing Jaguars. His father owned an XK120 drophead coupe, his uncle had a Mk 2, and by 18 or 19 he was doing restoration work.

In 1995 a partially-restored Regency Red 1974 XKE V12 Series 3 in Ohio caught his attention. He convinced his father to drive with him from the family's summer home in Minnesota to trailer it home to Mexico. By their arrival in Wisconsin, he was itching to drive the car, but in 30 miles it lost 12 quarts of oil. Following repairs in Minnesota, he tried again but 30 miles later the same thing happened, so clearly the problem was deeper. Needing to return home for work, he left the car with a Canadian mechanic friend who removed/replaced the motor seven times to fix a blocked line without success. Jaguar mechanics in the US and England had never encountered the problem.

EUREKA!

After asking if the oil pump had been changed, the problem was finally resolved, when the old pump revealed damage creating excessive oil pressure. Triumphant, Jeffrey drove the car home to Mexico. After joining the Jaguar Club of Mexico in 2001, he first showed it in Preservation class. About 10 years ago, after a racetrack incident, he studied the JCNA guidelines and technical bulletins to ensure his car was restored to specifications and selected a midnight blue color. He reports that in 2019 it scored over 99 points.

Over the years, Jeffrey has owned five Mark 2s, an S-Type, the XKE, and notably, a dark chocolate 1992 XJ V12 Vanden Plas labeled number 79 of the last 100 cars made exclusively for Canada. As far as he knows, it is the only one of those 100 cars in Mexico. A few years ago, it scored very well in Preservation class.

Jeff and Sarita Carlson with their 1974 XKE V12.

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Vehicle shown: 2023 Jaguar F-PACE R-Dynamic. *Class is cars sold by luxury automobile brands and claim is based on total package of warranty and maintenance programs. For complete details regarding Jaguar EliteCare coverage, including the new vehicle limited warranty and maintenance coverage, please visit JAGUARUSA.COM, call 1.800.4.JAGUAR / 1.800.452.4827 or visit your local authorized Jaguar Retailer. © 2022 Jaguar Land Rover North America, LLC